

SEE MAY BE BLOCKED BY GERMANY

Shelling of Fort San Carlos, in Venezuela, Regarded by Castro as a Deliberate Attempt to Prevent an Amicable Settlement.

VIEW AS ACT OF BAD FAITH.

Elation Is Felt, However, Over the Repulse of the Panther in View of Her Former Record in American Waters.

CARACAS, Jan. 18.—There is a strong belief in Government circles here that the Kaiser by ordering the bombardment of Fort San Carlos, at Maracaibo, is seeking to avert a peaceful solution of the dispute with Venezuela. Upon no other theory, say the advisers of President Castro, can the action of renewing hostilities before the arrival of Minister Bowen at Washington be accounted for. Castro knew that the attack was contemplated. On Jan. 11 he received a letter saying that the German vessels had been instructed to open fire. In view of this rejoicing over the repulse of the Panther has turned to a feeling of apprehension and there is much alarm expressed in Government circles over the new turn of affairs. The Governor of Maracaibo reports that the Panther sailed up to the entrance of the harbor flying the German flag and when in range of the forts opened fire. Gen. George Helio, in command of the fort, was in readiness and returned the fire from two modern machine guns. The reply disconcerted the gunboat and for some time she did not resume the bombardment. She tried to force the entrance of the channel, but the water was too shallow and, bringing her guns to a position where she could bombard the fort, she was repulsed. Gen. Helio replied with his full battery and for an hour shots were exchanged. It is said that two men aboard the Panther were killed and several badly wounded. Fort San Carlos suffered little from the shells of the Panther and only two of the garrison were wounded.

WASHINGTON CIRCLES DISQUIETED BY NEWS

WASHINGTON, Jan. 18.—No advice have been received at either the State or Navy Department regarding the reported renewal of hostilities by the German blockade fleet in Venezuelan waters. The unofficial information that the German cruiser Panther has shelled the forts at the mouth of the Maracaibo River, with a return fire from the forts, proved disquieting in diplomatic circles. It is believed this new incident may retard or prevent arbitration between Venezuela and the allies.

GERMANY THREATENS TO PRESS BLOCKADE.

BERLIN, Jan. 18.—In the Reichstag today Treasury Secretary von Thielen, in opening the budget debate, alluded to the Venezuelan blockade. He said:

"The appropriation for the navy has not been increased by the blockade, which became necessary through the unfriendly attitude to use no stronger expression, of the Venezuelan Government toward our well-founded claims. The Government at first thought it would be necessary to ask for a supplementary credit, but the vessels being near at hand the extra expense has not been great. We do not know how long the blockade will continue, and it may be necessary to ask for money later."

Baron Speck von Sternburg, the United States Charge d'Affaires at Washington, left Berlin for Hamburg this evening. He sails for New York on the Hamburg-American line steamer Augusta Victoria tomorrow. As called on Saturday, the Baron asked for a week's delay, but the Foreign Office thought he had better return to his post immediately. The Baroness will embark on the Augusta Victoria at Cherbourg.

WANTED TO QUERY TOM L. JOHNSON,

But Counsel Wouldn't Let Surrogate Interrogate Cleveland's Mayor.

It took ex-Judge Van Wyck just one minute to finish his cross-examination of Mayor Tom L. Johnson, of Cleveland, today in the trial of the son of Johnson & Edwards to recover \$250,000 alleged to have been spent in building and operating the Nassau Electric Railway in Brooklyn. Surrogate James C. Johnson took the stand to corroborate Johnson as to the expense of legal work prepared by him in gaining consents for the road. "If you'll let me ask one question of Tom Johnson I can furnish you complete information," said Judge Church to De Lancy Nicolli's first question. But neither Nicolli nor ex-Judge Van Wyck seemed willing, and the Brooklyn attorneys had to get along without an answer to his one question. Tom Johnson remained in court, an interested spectator, nothing more.

Surrogate John C. Johnson took the stand to corroborate Johnson as to the expense of legal work prepared by him in gaining consents for the road.

BOILER TUBES ON ST. LOUIS CHOKED

Engineer Writes Government Bureau of Inspection, Saying the Damage Was Caused by Overhammering at Southampton Before Ship Left There.

Capt. Barrett, representing the United States Government, today commenced a personal inspection of the boilers of the St. Louis and his report will be compared with that of Capt. Passow and Engineer Phila.

The Ship's Engineer's Report. In response to Captain Barrett's demand for a full written report on the condition of the St. Louis's boilers, Chief Engineer John Philip sent today the following letter of explanation: Capt. Thos. H. Barrett, U. S. Local Inspector of Steam Vessels.

Dear Sir:—In regard to the long passage of the steamship St. Louis, I have to state that the cause of her delay was the choking up of the boiler tubes on the fire's side. The tubes leaked in the back tube sheet. The only cause for this is to be found in the fact that the tubes were hammered too much in the different boxes while the ship was in port at Southampton. This hammering started a number of tubes in the back tube sheet and caused all the trouble. Shortly after the ship left Southampton we found that we were using a large quantity of feed-water. On the second day out I found the tubes were getting silted up rapidly. I had to draw the fire and let the boiler cool down, to allow the men to clear the tubes from the back ends. This operation took on an average of about twenty-six hours for each boiler. Only one man was burned during this cooling down. His injury was due to his own carelessness in opening an air valve, causing the fire to blow back and burn his arm.

Only one tube burst. This accident happened when the ship was in Port of D. E. B. The tube was stopped and the end burned off the tube stopper and came out. We had to draw the fire immediately. This took place at 6 A. M. on Jan. 12.

The reason why the steam pressure was reduced was because my assistant wanted to withdraw the steam, as we obtained better results from not doing so. The boilers are as safe now as far as strength and durability is concerned as they were when they were built.

When we left Southampton we did have the slightest idea of the trouble in store for us. My assistant engineers are all competent men and no chief engineers' licenses. They agree with me in asserting that it was impossible to know the condition of the boilers when we left the other side.

Yours very respectfully, JOHN PHILIP, Chief Engineer. Capt. Barrett says he is not satisfied with the report and will institute a full investigation to determine the advisability of withdrawing the certificate of Capt. Passow, Engineer Philip and the other officers of the line. Clement A. Griscom refused to say anything about the investigation.

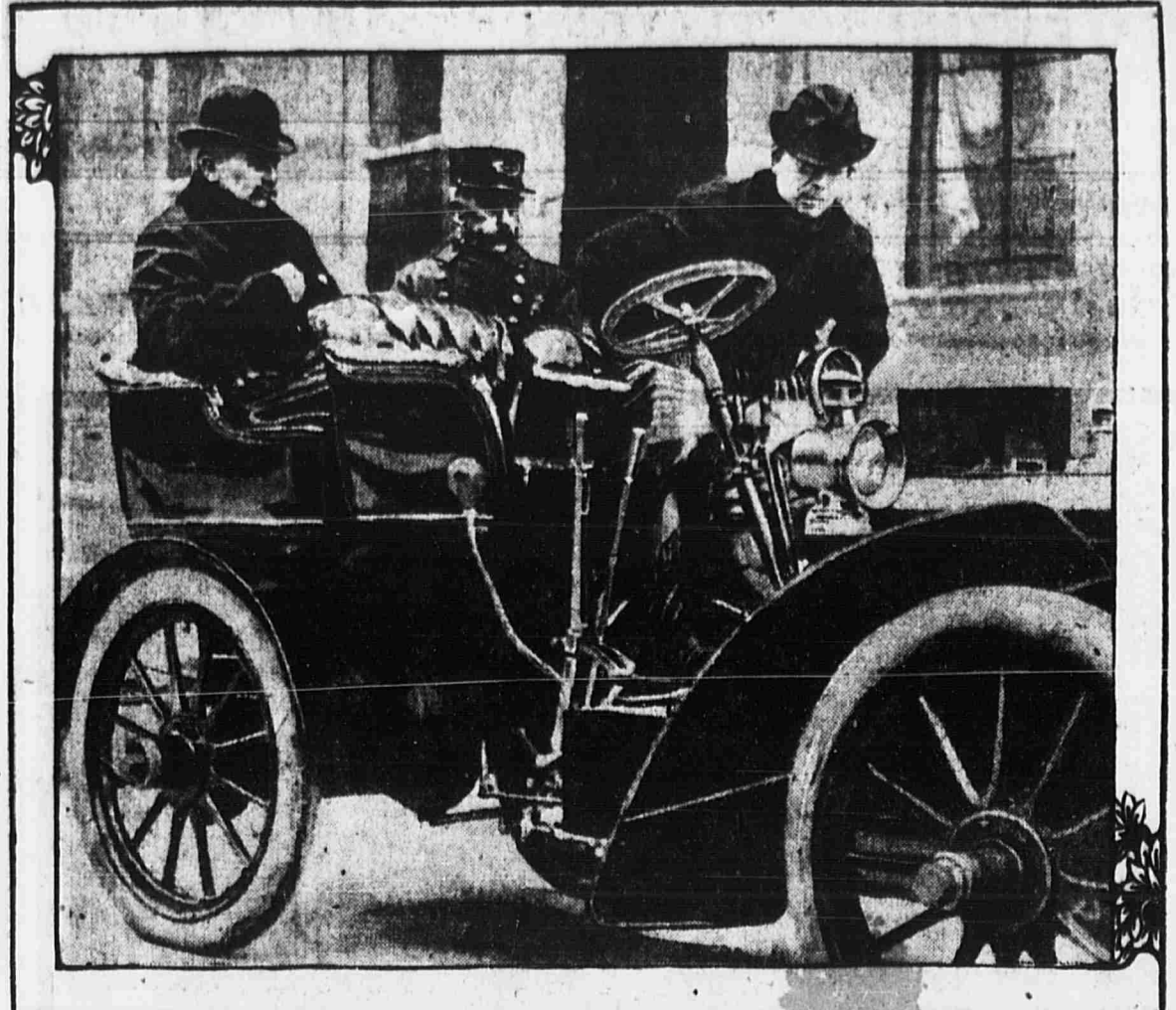
"The St. Louis will be sent to Philadelphia tomorrow afternoon for necessary repairs," said the only reply he makes to all inquiries.

A conference of the committee appointed by the passengers of the belated steamer St. Louis to prepare suits for damages against the American line will be held today in the Astor House. The committee is composed of Capt. A. H. Loyd, John B. Bernal, of London, more; the Rev. Arthur Crane, of Augusta, and C. W. Bonyong, of London. They will discuss the claims secured by the Rev. Mr. Crane and will consider the reports to be made by Capt. Lloyd and Mr. Bernal, not lawyers, who have spent the time since their arrival Saturday in looking up the law under which they are to proceed.

Government Takes a Hand. The United States Government has taken a hand in the St. Louis matter, and a report has been called for from the American line. The report will be made to the United States Government by the Rev. Mr. Crane, of Augusta, and C. W. Bonyong, of London. They will discuss the claims secured by the Rev. Mr. Crane and will consider the reports to be made by Capt. Lloyd and Mr. Bernal, not lawyers, who have spent the time since their arrival Saturday in looking up the law under which they are to proceed.

Little damage was inflicted upon the steamer. The passengers took the steamer safely.

POLICE COMMISSIONER GREENE MAKING AN INSPECTION TOUR IN HIS AUTOMOBILE.



FEARS FELT FOR STEAMSHIP LAHN.

Efforts to Refloat Her Are Unsuccessful, and Friends of Her Immigrant Passengers Are Anxious Concerning Their Safety.

GIBRALTAR, Jan. 18.—The North German Lloyd steamship Lahn is still fast and fast on a sand bank near Tunara, and as long as the wind remains in the present quarter there is no danger to the hundred saloon and seven hundred steerage passengers.

Among the Americans who sailed for New York on the Lahn are Postroy Bigelow, Richmond Pearson, United States Minister to Persia; the Rev. F. Lawson, Major J. Irons, Dr. Dwight O'Connell, Miss Caroline Adams and party. F. G. Berry, Miss Julia Cowan, C. L. Raymond, Mr. and Mrs. J. C. Taylor and Mr. and Mrs. Robinson. An unsuccessful attempt was made this morning to refloat the Lahn. Her cargo is rapidly being discharged into lighters. Some of the passengers have landed, but the majority are still on board.

The Lahn, Capt. Malchow commanding, has aboard nearly 100 Americans from Italian winter resorts and many immigrants in the steerage. The United States cruiser Hartford, which with the British Admiralty tug Energetic worked at only yesterday in trying to pull the Lahn off the bank, was cheered by the saloon passengers.

Capt. Malchow has made a statement in which he says that during the thick weather, with a heavy rain, the ship ran on the sand bank. The captain believed that he was clear of the banks and thought he was entering the Gibraltar channel when the ship struck. The Lahn, which has been in the Mediterranean service of the North German Lloyd since 1887, is 246 tons register, 114 feet long, 45 feet beam, 13 feet draft and 24 feet deep. Her list of officers includes E. Malchow, commander; J. Heinke, chief officer; Dr. W. Starke, physician; E. Schroeder, chief engineer; B. Buetter, purser; and H. Stollé, chief steward.

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CAPT. CANNON PUT ON TRIAL

Arraigned Before Commissioner Piper on Charges of Failing to Close Disorderly Places in East Seventeenth Street.

OSBORNE IS PROSECUTOR.

After being under charges of neglect of duty and also under indictment for fourteen months, Capt. James Cannon, formerly of the East Twenty-second street station was put on trial at Police Headquarters today. Deputy Commissioner Piper presided at the trial. Additional interest was given to the case by the appearance of Assistant District Attorney Osborne to prosecute Cannon. He was assisted by Assistant District Attorney Sanford, who participated in the raid on the Webster Hotel, in East Seventeenth street, which led to the formulating of the charges. Cannon being found in the house when the raiders appeared.

The neglect of duty in this case is alleged to consist of Cannon's failure to close up certain disorderly houses, of which the Webster Hotel is alleged to have been one. The first witness was Henry Wolfsohn, of No. 131 East Seventeenth street, who gave testimony as to the character of the house complained of. He said he had appealed in vain to Capt. Cannon to have the place closed. A letter signed by one hundred persons, which was sent to Cannon complaining of the place, was put in evidence.

Miss Sarah Shams, of No. 137 East Seventeenth street, also testified about this house. She said that she saw women taking men in there from the streets and that her boarders were often kept awake until 2 and 3 o'clock in the morning by the ribald music.

Charles Eicholz, the cabman who drove the Assistant District Attorney and the raiders to the Webster Hotel on their raiding party, swore that no one entered the house after the party went in, indicating that Cannon must have been there before the raiders arrived.

Edmond Drymann, of No. 145 East Fifteenth street, was called as a witness. He said that he was one of the raiders and that the character of the house was ascertained by the raiders.

William Lustgarten, a clerk in the Water Department, and Charles R. Palmer, a special officer for the Long Island Railroad Company, testified to having ascertained the character of the Webster Hotel in 1901 while engaged in securing evidence for the Committee of Fifteen.

Dr. A. W. Ford, a police surgeon, living at No. 24 Clinton street, Brooklyn, dined some friends on Saturday afternoon. His guests had just left when there came a ring at the door bell. A servant answered the call. A man stood on the stoop. He asked for the doctor.

"The doctor is at home," answered the servant. "Step in."

"Never mind," said the man. "I only wanted to leave a call."

Dr. Ford had been listening to the conversation and he grew suspicious. "Come in," he called to the man.

"No, I only wanted you to come and see a sick woman on Clermont avenue."

"Well, come in, anyhow. I want to talk to you."

The man came into the doctor's office in a sheepish sort of way and the doctor invited him to sit down.

"No, I have no time to spare," said the man.

"Sit down. I want to talk to you."

The man sat down very reluctantly. "Now," said the doctor sternly, "tell me the purpose of your call at my house."

"I told you I came to leave a call," returned the man.

"You didn't do anything of the kind. You came to see what you could get."

Doctor's Threatening Bluff. All this time the doctor was fumbling in a drawer of his desk in order to convey the impression that he had a weapon concealed there. The man sat watching him uneasily, when suddenly the telephone on the desk rang.

The man picked up the receiver and was talking to the police headquarters warning him to beware of a sneak thief who was making the rounds of physicians' offices.

"Describe him," said the doctor, and over the telephone came a description of the man who sat in front of him.

"Send down a plain clothes man right away," said the doctor. "I have got the man you want."

The man sitting in front of the doctor grew pale and moved as if to get out of his chair.

ERMINE SLUTH DYING FROM SHOT

Detective-Sergeant William B. Welsh, Wounded at the Black Cat Restaurant, Sinking at St. Vincent's Hospital.

BULLET REMOVED TO-DAY.

Detective-Sergeant William B. Welsh, of District-Attorney Jerome's staff, is dying in St. Vincent's Hospital. The bullet which he received Friday night during an altercation in the Black Cat restaurant in West Broadway was removed this morning from his neck, the surgeons performing the operation pronouncing his condition to be critical.

"He may not live through the day," was the comment of House Physician Dr. Bradshaw on leaving the operating table.

The detective was believed to be in a fair way to recovery until early today when inflammation set in. After a consultation of physicians it was decided to remove the bullet. The operation was performed by Drs. Walsh and Stewart, visiting surgeons, assisted by Dr. Bradshaw.

The wound was found to be very much inflamed and there was danger of gangrene. The bullet had passed into the flesh from the right side of the neck and cutting through the centre of the wind-pipe was lodged in the muscles on the left side of the neck. An incision was made on the right side and after some probing the bullet was drawn forth.

A former comrade in the Astor Battery, John Hutchinson, and two inches of the District-Attorney's Office, the detective, Welsh, got into a dispute over the payment of a check for drinks and food. While he was being taken to the police station, the detective, in front, it is charged, that Josephine, the latter's wife, shot him with a revolver.

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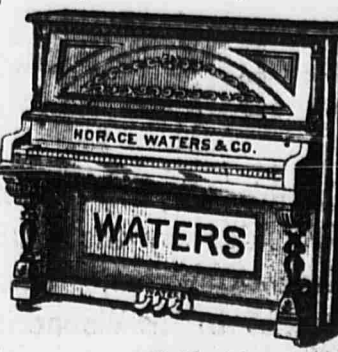
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CHILD WITNESS AGAINST FATHER.

Little Girl Describes on the Stand How He Murdered Her Mother While Drunk.

Convulsed with fear and horror a little girl today sat in the witness stand in the Court of General Sessions and told a story that will, in all probability, send her father to the electric chair.

The other daughter, a butcher, of No. 22 Clarkson street, was on trial for murdering his wife, Mary, on the night of June 29 last. When his ten-year-old daughter Mary was brought in by the prosecuting attorney Slater, she was sobbing and said that the child never collapsed.

"Papa came home drunk that night," she finally told the jury. "Oh, he drank and asked for mamma. I pointed to the bedroom and he threw me away and started in. But mamma heard him coming, ran into the kitchen and started putting on her shoes. She wanted to get away. Papa always beat her or me when he got drunk."

"Papa staggered in and pulled out a big knife from his pocket and struck mamma on the head. She fell like everything and said she would get the police."

"Mamma seemed to take papa awful mad. He took the knife up and stuck it in mamma's head. Oh, it was terrible. The knife went straight in and she fell on the floor crying."

"I tried to pull the knife out," said the child, "but it wouldn't come, and Papa pulled it out. I was afraid he would kill me and I ran out in the street. They arrested papa."

The case is now with the jury. To the surprise of almost every one in the courtroom, the jury, after being out only five minutes, brought in a verdict of manslaughter in the first degree. Justice McMahon remanded the prisoner until Monday for sentence.

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Black Taffeta Silk,

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Asthma, Bronchitis,

Consumption.

"Before I went to the doctor, I was

so weak, I could not walk. I was

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FARRELL MUST TELL ABOUT GAMBLING.